



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
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WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO

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From: Chief of Naval Operations (N096)

Subj: U.S. NAVY AUTOMATIC IDENTIFICATION SYSTEM (AIS) POLICY

Ref: (a) International Electro-technical Commission (IEC)
Technical Commission 80 61993-2, Universal Shipborne
Automatic Identification System (AIS) Operational and
Performance Requirements, Methods of Testing and
Required Test Results
(b) International Maritime Organization (IMO) resolution
MSC.74(69) Performance Standard for Universal Shipborne
Automatic Identification System
(c) International Maritime Organization (IMO) Safety of
Life at Sea (SOLAS) Chapter V, Regulation 19, Automatic
Identification System
(d) International Telecommunications Union (ITU) M.1371-1,
Technical Characteristics for Universal Shipborne
Automatic Identification System (AIS) Using Time
Division Multiple Access in the Maritime Mobile Band
(e) International Association of Aids to Navigation and
Lighthouse Authorities (IALA) AIS Guidelines on
Universal Shipborne Automatic Identification System
(AIS)

1. Purpose. To set forth policy governing the use of AIS information on U.S. Navy ships and submarines (henceforth, ships and submarines will be referred to as "ships").

2. Applicability. This policy applies to all U.S. Navy ships. Use of AIS is intended to provide ship Commanding Officers with additional situational awareness, and ship-to-ship and ship-to-shore communication capability in order to operate their ships more safely and effectively.

3. Background. References (a) through (e) describe various civil and international organizations' requirements for AIS. U.S. Navy ships are exempt from SOLAS (Safety of Life at Sea) Conventions and mandatory carriage of AIS, however, U.S. Navy ships act in a manner consistent with SOLAS Conventions to the maximum extent practicable. In view of the enhanced safety, situational awareness and communications capability that AIS provides, U.S. Navy ships shall voluntarily use AIS as identified in this document.

4. Policy. This policy directs voluntary Navy participation in AIS worldwide when, in the best estimation of the Commanding Officer, the threat condition and tactical situation do not put

the ship at risk. Particularly when entering and exiting busy ports, U.S. Navy ships can achieve increased situational awareness and collision avoidance. Even in ports without an AIS shore-based network, U.S. Navy ships can take advantage of AIS automated ship-to-ship communications capabilities to enhance situational awareness.

a. Future port entry requirements may dictate mandatory carriage of AIS for civil merchant fleets. Civil implementation of AIS carriage requirements will begin in 2002 and will be phased-in to become fully mandatory in 2008. It is conceivable that some nations may also require AIS use by ALL vessels, including public vessels (warships inclusive), as a condition of port entry. This policy ensures that no U.S. Navy vessel will be prevented from entering port due to lack of capability. Furthermore, this policy does not place the U.S. Navy in compliance with international standards from which it is exempt, but reserves the right for every Navy ship NOT to use AIS for any reason deemed valid by the Commanding Officer.

b. Because of the potential threats to warships both overseas and domestically, the AIS shall be capable of operating in the "receive only" mode or turned off at the discretion of the Commanding Officer.

c. Similarly, AIS should be operated in the "receive only" mode or turned off when transiting foreign territorial seas or operating in exclusive economic zones (EEZ) where the coastal state requires prior notification of warships as a condition of transit.

5. Responsibilities

a. The Deputy Chief of Naval Operations for Warfare Requirements and Programs (N6/N7), shall:

(1) serve as the resource sponsor for Navy AIS;

(2) identify programmatic requirements for implementation of an AIS capability;

(3) certify that Navy AIS comply with the standards set forth in this policy (The certification will be based on Operational Test and Evaluation results and implementation of Integrated Logistics Support.);

(4) ensure that appropriate training is established for officers and enlisted personnel;

(5) approve Fleet introduction and Initial Operational Capability for AIS under their cognizance; and, commit research, development, test and evaluation (RDT&E) funds to ensure this capability is provided to the Fleet.

b. The Navigator of the Navy, (N096) shall:

(1) establish and maintain minimum standards for the Navy's AIS equipment and review future international AIS resolutions and standards;

(2) coordinate with N6/N7 and all developmental activities in matters relating to Navy's use of standard AIS defined by this policy;

(3) support the Judge Advocate General of the Navy (N09J), in coordination with NIMA, in matters concerning international regulations and maritime law as related to AIS and navigation matters; and

(4) incorporate changes to this policy as appropriate.

c. The Judge Advocate General of the Navy (N09J) shall ensure that uses of AIS as prescribed by the Navy are consistent with applicable international legal standards and guidelines related to AIS and safe navigation. N09J shall apprise the Chief of Naval Operations and Fleet Commanders of changes to international law and regulations which are relevant to the use of AIS.

d. Fleet Combatant Commanders shall:

(1) incorporate AIS into Fleet navigation policy and instructions;

(2) coordinate afloat installations with Type Commanders; and

(3) coordinate operational policy for the use of AIS with Type Commanders.

e. Numbered Fleet Commanders shall:

(1) provide Commanders and Commanding Officers with guidance for AIS use within their Area of Responsibility (AOR) based on port threat assessments and threat level in theater;

(2) identify ports in their respective AOR with AIS networks and promulgate accordingly; and

(3) provide Commanders and Commanding Officers with a list of nations within their respective AOR that require prior notification as a condition of any warship transiting through its territorial sea and/or operating within its EEZ.

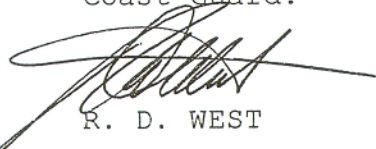
f. Type Commanders shall:

(1) coordinate system installations with respective Fleet N6 organizations;

(2) incorporate AIS into Navigation Policy Instructions; and ensure ship crews are trained and certified in AIS use.

g. Commander, Operational Test and Evaluation Force (COMOPTEVFOR) shall evaluate the operational effectiveness and suitability of AIS and associated products, and make recommendations regarding Fleet introduction as appropriate.

6. Coordination. This policy has been coordinated with the U.S. Coast Guard.



R. D. WEST

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